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RR ACTIVITIES EXPAND; SOME ASPECTS CRITICIZED

WESTERN SYSTEM TO INCREASE USE OF CONTAINERS -- Minsk Sovetskaya Belorussiya, 11 Jul 50

On the Western Railroad System, freight carrying in containers in 1948 was 57 percent above the prewar level, and in 1949 was 100 percent above the 1948 figure. The planned figure for 1950 is 86 percent above the 1949 figure.

To improve the organization of freight carrying in containers, the administration of the Western Railroad System has decided to organize in 1950 intra-oblast carrying on the Minsk and Vitebsk divisions of the system, to open new container-handling points in the Orsha and Molodechno stations, to equip the container-handling points in the Minsk, Borisov, Orsha, and Molodechno stations with machinery, and to organize repair points for containers in Minsk and Vitebsk.

CONTAINER-HANDLING FACILITIES SLOW TO EXPAND -- Moscow, Gudok, 16 Jul 50

Containers are not receiving the necessary attention on all railroad systems. In the Moskva-Tovarnaya (Moscow Freight) station of the October Railroad System, container handling has increased 100 percent while the container-handling area has not been increased at all.

In the Paveletskaya station of the Moscow-Donbass System, the equipment of the container-handling area does not meet the requirements of the volume of container handling.

TBILISI BATUMI FAST FREIGHT INITIATED -- Tbilisi, Zarya Vostoka, 4 Aug 50

More than 2 months ago accelerated freight service was introduced on the Tbilisi-Batumi sector. Two trains consisting of 12 large-capacity cars travel over the sector each day. All freight carried by these trains travels at passenger-train speed. The carrying of baggage in accelerated freight trains costs half as much as in ordinary passenger trains.

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HEAVY TRAINS ON KARAGANDA SYSTEM -- Alma-Ata, Kazakhstanskaya Pravda, 16 Aug 50

On the Karaganda Railroad System, a train weighing almost 4,000 tons was recently delivered from Karaganda to Petropavlovsk. A coal train weighing 4,100 tons was run from Karaganda to Tobol.

RUN 7,500-TON TRAIN -- Leningradskaya Pravda, 2 Aug 50

On the Stalin Railroad System, locomotive engineers of the Dolgintsevo Division recently handled a 7,500-ton train. This train, which exceeded the progressive weight norm by 100 percent is the heaviest train to be handled on the system in the postwar period.

LONG-HAUL ROUTING STILL LAGS -- Moscow, Gudok, 26 Jul 50

On many railroad systems of the USSR network, the plan for dispatching long-haul trains is exceeded. Unfortunately, there are still systems where attention to long-haul routing has been allowed to lag. Because of the lagging of these systems, only 87.5 percent of the network plan for carrying freight in long-haul trains was completed in 1949. During the first 6 months of 1950 the loading of almost 8,000 long-haul trains loaded at one or several points was disrupted because not enough empty cars were available; therefore, marshaling stations were obliged to process additionally about 400,000 cars. During the same period, freight dispatchers, taking advantage of the lack of the necessary control by the directors of the railroad systems and divisions, disrupted the dispatching of almost 9,000 trains.

Failure to fulfill the plan for long-haul routing by only one percent causes a loss to the railroads of more than 50 million rubles per month. The delivery of freight takes at least twice as long when freight is not carried in long-haul through trains. In 1949 fines paid by the railroads for failures to deliver freight on time amounted to more than 200 million rubles.

During 4 months of 1950 on the Volga Railroad Okrug 1,115 trains wasted about 14,000 hours above the norms set for loading.

A study of the causes of premature breaking up of long-haul trains shows that in all cases it is the result of negligence and irresponsibility. Another reason is the low quality of inspection and repair of empty cars destined to be loaded and included in through trains. On the systems of the Volga Okrug there is widespread uncoupling of tank cars which break down at loading points because of technical defects.

TURKISH TRAIN HANDLING POOR -- Alma-Ata Kazakhstanskaya Pravda, 20 Jul 50

On the Turkestan-Siberian Railroad System only slightly more than 50 percent of the trains are dispatched and handled as established by the schedule. During June trains were delayed at the entrances to stations a total of about 7,000 hours.

EXCESS VOLTAGE CAUSES LOCOMOTIVE BREAKDOWNS -- Moscow, Gudok, 25 Jun 50

A graduate student of the Leningrad Institute of Railraod Transport Engineers has made a detailed study of the reasons for accidents in electric locomotives. During his experiments he came to the conclusion that in a majority of cases accidents are the result of commutation overvoltage in the power circuits of electric rolling stock.

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TBILISI DEPOT MIXES FUEL -- Tbilisi, Zarya Vostoka, 12 Jul 50

In the Tbilisi Locomotive Depot, locomotive engineers must use five or six types of coal.

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